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New Advertisements will be found on page 4.

A HIGH CLASS WINE. CHAMPAGNE— ROLL & Co.

PRICE:—
PER CASE 1 DOZ. QUARTS..... \$40
PER CASE 2 DOZ. PINTS..... \$42

IMPORTED ONLY BY
A. S. WATSON & CO., LIMITED,
WINE MERCHANTS.

ESTABLISHED 1841. [a1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to **G. C. ANDERSON,**
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY
The sale of this good Scotch increases monthly
by month. It is of Superior Quality and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for it.
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
KILMARNOCK WHISKY.
This World-renowned,
Fine Old Highland Whiskies are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897. [a43]

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong. [a2]
**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. ... Every quarter of an hour
8.30 a.m. to 9.30 a.m. ... Every ten minutes
9.30 a.m. to 10.45 a.m. ... Every quarter of an hour
11.30 a.m. to 1.30 p.m. ... Every quarter of an hour
2.30 p.m. to 3.30 p.m. ... Every quarter of an hour
4.30 p.m. to 5.30 p.m. ... Every ten minutes
Night cars at 8.45 p.m. and 9 p.m., and from
9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
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Noon to 2 p.m. ... Every quarter of an hour
2.45 p.m. to 3 p.m. ... Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899. [a1033]

FOR SALE.
CHAS. HEIDSIECK'S
CHAMPAGNE, 1893 WHITE SEAL
\$38.00 per case of 1 dozen quarts
\$40.00 per case of 2 dozen pints.
B. D. KRESSMANN & CO.'S
RED AND WHITE
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O. G. HIBBERT AND CO.'S
BOTTLED ALE & STOUT
SIEMSEN & CO.
Hongkong, 5th May, 1899. [a40]

WO FAT & CO.
**SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS.**
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [2074]

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NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
The Best Nitro-powder in the World.
PRICE OF 12-BORE CARTRIDGES.—
Loaded with ... With Powder
Powder only. and 1 oz. of Shot.
Primrose Cases ... \$5.65 \$7.40
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Apply to
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Gunmakers.
Hongkong.
Hongkong, 27th July, 1897. [1877]

FRENCH ISIGNY BUTTER.

FRESH SUPPLY JUST RECEIVED
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PRICE PER 1 LB. TIN ... \$0.80
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EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.
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17A, QUEEN'S ROAD, HONGKONG. [32a]

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ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT,
\$22.50 PER DOZ. \$20 PER DOZ.
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.
DOURO PORT,
\$14.25 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY,
\$20 PER DOZ.
LA TORRE SHERRY,
\$16.75 PER DOZ.

11 Years old, the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$10.75 PER DOZ.
Very soft, palatable, and mature.
BENEDICTINE LIQUEUR—
D.O.M.,
\$39.75 PER DOZ.
A natural and most pleasant wine to the taste.

VERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE
AGENTS—**SIEMSEN & CO., HONGKONG.**

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WATKINS' FRUIT SYRUP
WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
REFRESHING BEVERAGE.

RASPBERRY, BANANA, STRAWBERRY,
BLACKBERRY, LEMON, LEMON SQUASH,
PEACH, ORANGE,
PINEAPPLE, CHERRY, &c., &c.

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WATKINS, LIMITED,
CHEMISTS AND AERATED WATER MANUFACTURERS,
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NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION AND COAL
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WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. 1215

FOR BATHING PARTIES.

CHERRY WHISKY
CHERRY BRANDY Only the Best Brands kept in
BLACKBERRY BRANDY stock.
CALDBECK, MACGREGOR & Co.,
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WHITE CANVAS BOOTS and SHOES, &c., &c. [35a]

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MEDOC	\$4.50	\$5.00	\$8.00
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ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

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THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

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SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS
OF ALL THE FAMOUS MAKERS.
AMERICAN, ENGLISH AND GERMAN.
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
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LOTUS and other Secret Societies of
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ILLUSTRATIONS OF SYMBOLS
and INSIGNIA, by W. Stunton... \$3.50
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Being Notes on Various Subjects Con-
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History of the Philippine Archipe-
lago, embracing the whole Period of
the Spanish Rule, by JOHN FORE-
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Revised and Enlarged, Maps and
Illustrations... \$7.50
SANDOW'S OWN COMBINED DEVE-
LOPER JUST LANDED. [30]

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THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous NEW
HOWE and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs can be made in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

McKIRDY & CO.,
43 & 43A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [a2461]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 375 lbs. net ex Factory.
\$3.00 per Bag of 250 lbs. " " " "

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900. [a1686]

NOTICE OF REMOVAL.

B. BROTHERTON HARKER,
ARCHITECT, &c.
I HAVE This Day REMOVED my Office
to First Floor of No. 17, QUEEN'S
ROAD CENTRAL.
Hongkong, 25th July, 1900. [2105]

NOTICE OF REMOVAL.

THE WANCHAI GODOWNS
T. RAUCHENSTEIN & CO.
I HAVE This Day REMOVED to First
Floor of No. 17, QUEEN'S ROAD
CENTRAL.
Hongkong, 25th July, 1900. [2106]

RUIART PERE & FILS, REIMS.

Established 1719.
**CHAMPAGNE GROWERS AND
SHIPPERS.**
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1895. [1521]

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VICTORIA HOTEL.
SHAM-EN-CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords a splendid Accommodation for 40 to 50
Visitors.
The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.
Excellent CUISINE and best Wines.
The Hotel's Best Boards all Steamers, on
their arrival and departure.
Telegraphic address "VICTORIA, Canton."
A. B. C. and A1 Codes used.
MADAE & FARMER, T. F. DA CRUZ,
Proprietors.
Hongkong, 16th November, 1899. [144]

HOTEL DE LA PAIX.

**BOULEVARD CHARNER AND RUE
D'ORMY, SAIGON.**

THE Undersigned respectfully beg to in-
form the Public that they will take over
the above ESTABLISHMENT from the 1st
August next.
They recommend their excellent Anglo-
French cuisine. Drinks of the best quality only
are served. Hongkong and Singapore papers.
Three minutes' walk from the flagstaff.
RICHARDSON & CO.,
Proprietors.
Hongkong, 11th June 1900. [1954]

Arrivals, Departures and other Shipping
Intelligence will be found on pages 7, 6 and 7.

INSURANCE.

THE
STANDARD LIFE ASSURANCE CO.
POLICIES UNCHALLENGEABLE.
Policies are unchallengeable after two years
duration, on any ground connected with the
original documents, if age has been proved.
Forms of Proposal and all particulars may be
obtained from
DODWELL & CO. LIMITED,
Agents.
Hongkong, 30th November, 1899. [2-a1873]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE. [44]

THE PEAK HOTEL.

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

PUNKET'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 58.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly
Spacious Rooms.
VERY MODERATE TERMS to FAMI-
LIES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [46]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

"BOA VISTA" HOTEL MACAO.

THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.
MACAO is distant 46 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the "Magnificent" Saloon
Steamer "HEUNGSHAN" in 3 hours, leaving
Hongkong at 2 p.m. and Macao at 8 a.m.
Connection made by Company's Steamer to
and from Canton.
Tourists should not miss the chance of
visiting this famous old City.
For Terms, apply
J. H. CHESNEY,
Manager.
Telegraphic Address, "Boavista." [1034]

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BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY

- Per Case 1 doz.
- A—THORNE'S BLEND, White Cap-
sule..... \$10.80
- B—WATSON'S GLENORCHY, MEL-
LOW BLEND, Blue Capsule, with
Name and Trade Mark 10.80
- C—WATSON'S ABELOUR-GLEN-
LIVET, Red Capsule, with Name
and Trade Mark 12.00
- D—WATSON'S H.K.D. BLEND OF
THE FINEST SCOTCH MALT
WHISKIES, Violet Capsule 14.40
- E—WATSON'S VERY OLD LIQUEUR
SCOTCH WHISKY, Gold Capsule 15.00

THORNE'S BLEND and WATSON'S
GLENORCHY are high class Soda Whiskies,
of greater age than most brands in the
market.

ABELOUR GLENLIVET is a very old Peat
Whisky (smoky) and could not now be
replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by
leading local connoisseurs to be the best
brand in the Hongkong market.

A. S. WATSON & CO., LIMITED,

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

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should be addressed to THE EDITOR.
Correspondents must forward their names and
address with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
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P.O. Box, 33, Telephone No. 12.

The Daily Press.

HONGKONG, August 2nd, 1900

"They manage those things better in France." Those who remember France in the halcyon days of the third Napoleon will readily recall the deprecatory phrase with which it was the custom to reward every English attempt to get out of the groove into which we had permitted ourselves to drift during the long peace that followed the decisive victory of Waterloo. Our own experience in the Crimea taught us that the saying was not altogether unfounded as far as the arts of war were concerned, and the many English visitors, who, attracted by the novelty of the thing, went over to see the great Exhibition of 1875, probably the most picturesque of the whole series, came back from Paris fully convinced that in the arts of display, at least, we had much to learn from our neighbours across the Channel. Fortunately for us the Crimea taught us a lesson that has not yet been effaced from the memory of the nation; but it still required the humiliations of the Indian Mutiny to drive the lesson effectively home. The Franco-German war of 1870 again might reasonably have been supposed to have taught a useful lesson, but it was accepted in such a pedantic manner that mischief, rather than strength, was the result. Such was the position when we were suddenly called on to repress a most serious revolt amongst the Boers in South Africa. The country and the Government was taken in the end by surprise, but on the whole both answered well the call, and before the end of the year considerably more than 100,000 troops were in the field after traversing some 6,000 miles of ocean. Though

the call was unexpected, it was nobly responded to, and it was hoped that a resting time would be found after the expiry of the war. The war, however, was not concluded, but had arrived at what might be called its most critical period, when a cloud appeared suddenly on the eastern horizon. On the 10th of April no suspicion of anything more serious in China than a few riots, which would probably have to be suppressed by a landing party or two, was entertained by any one, in the secret, or out of it. On the 13th Peking was in a blaze, and the whole of the Foreign Ministers shut up in the city in danger of their lives from day to day. Since that fatal day not one European has entered or left the doomed city; and the extensive settlement at Tientsin, which it was supposed would be able to withstand any force that the Chinese Empire could bring against it, narrowly escaped being taken by assault, though defended by some thousands of troops from every European navy represented in China. Now in view of these facts it is interesting to see how the call was met. Russia, who had been strengthening her garrison at Port Arthur scarcely more than a hundred miles off, was naturally first on the scene. But, although summoned in a hurry, it is satisfactory to find that Great Britain was not far behind, and was able by the 10th June to have a body of marines and blue-jackets ready to take the field, and essay a rush for Peking, with the assistance of troops of other nationalities. That expedition was unsuccessful, but was not altogether in vain, as its prestige has certainly prevented any more serious attempts being made to take Tientsin by assault. Meanwhile, largely owing to the determined front shown by the Japanese, who quickly recognised the importance of the issue, the almost impregnable forts at Taku were escalated, and an opportunity opened for the protection of Tientsin. By the 9th of July the European Powers, by a concentration of the forces held by each in Chinese waters, were able to muster on the Peiho a small army of some ten to twelve thousand men, of whom some two thousand eight hundred were British—a force, unfortunately quite inadequate to the task before it. Japan who individually had succeeded in sending the largest number of troops, and who had taken a conspicuous part in the capture of the Taku Ports, found herself hampered by the jealousies of the Continental Powers, and though reliefs had been ordered, the British troops in garrison were but few, while an unreasonable delay had occurred in sending out the reliefs to the fleet. Under the circumstances it spoke well for the officers in charge of the Navy and Army on the station that they were able to place in the field so large and so well-found a force as they did. For once, however, the British Government woke up to the danger of the situation; on the 18th June we find that the details of an expedition from India were already determined on, and the staff and regiments to be sent already selected. No fuss seems to have been made about the preparations, and the first known in China of the actual embarkation was a few days before the 9th July, when the *Nerbudda*, carrying the first troops of the contingent, entered Hongkong Harbour, to be succeeded on the 11th by the *Palmerston*, and then in rapid succession have followed a string of twenty-one transports, down to the arrival of the *Canning* and *Natalia* yesterday. This may be looked upon as hitherto unequalled performance, though of course with the facilities afforded and the state of preparation in which we were always given to understand the Indian Army was kept, it is not to be looked upon as phenomenal. Still for us in China the result is eminently satisfactory, as any break-down at the present critical position of affairs would be certainly looked upon as a sign of weakness, and would lead to the still wavering ones, who are waiting till the signs of the times declare themselves before they decide what side they shall take themselves in the coming struggle, going with the enemy. The British Government has, however, done even better, and for this we ought to be thankful. As we hinted, there were signs of jealousy being exhibited in view of the proposals of the Japanese Government to send further troops, and these proceeded so far that there arose actual danger of the Japanese withdrawing; it is to the credit of the British Foreign Office that this new danger was averted. It was besides known that the Japanese Government at the beginning of the year found its finances in an excessively strained position, and could but ill afford the means for an extensive expedition; here again it is right to recollect that Lord Salisbury found himself able without hurting the pride of the sensitive Japanese to make proposals, which although not immediately accepted will in all probability result in some measures being taken to reimburse Japan for her extra share in suppressing the threatened trouble. In the meantime England has accepted the financial responsibility. On the whole, we may fairly plume ourselves on having learned a lesson, and though in common with all our neigh-

bours, we have been taken unawares, our resources have even in an exceedingly difficult time, while we are engaged in the carrying on of a serious war to South Africa, proved fairly equal to the strain.

In a letter to the *Times*, which we reproduce in another column, Mr. GEORGE JAMESON, late British Consul-General at Shanghai, writes announcing that a "China League," having in view the object of keeping before the country the vast importance of British interests in the Far East, was so near being realised that a preliminary meeting of the promoters would be held in the course of a few days. As his letter was written on June 26th, that preliminary meeting must now have been held. When so able a man as Mr. GEORGE JAMESON has proved himself to be takes up a scheme, it may be concluded that he is well convinced that there is work which requires doing. Now the two great tasks which the League will set itself, as may be seen from the memorandum attached to Mr. JAMESON'S letter, are the building up in England of a sound body of public opinion on the Far Eastern question, and the support of Her Majesty's Government in the maintenance of a strong line of policy. Both objects are indeed excellent and no one can doubt that the work indicated above is of the highest importance. But the question naturally occurs, What has become of the China Association? With its excellent organisation and its good work in the past it is surprising that we should not have heard more of it of late.

On visiting the *Honam* just before she started for Canton yesterday morning, Sergeant Garrad examined the boxes of Lau Kwai Tong, described as a soldier, and Lau Chang Chai, and in the one he found two letters and in the other three. He took the men to the Central Police Station for infringing the exclusive privilege of the Postmaster General by conveying letters from Hongkong to Canton instead of handing them to the Postmaster General for transmission. They were each fined \$100, or two months.

An ex-postman named Chui On was released from Victoria Gaol yesterday after finishing a term of imprisonment for stealing letters, and immediately he regained his freedom he was pounced upon by Sergeant Torret, and charged with stealing a steel watch, valued at \$8, the property of Messrs. Ullman and Co. Sergeant Torret told Mr. Hazeland that on the second of May last he assisted in the execution of a search warrant for searching at No. 7, Stanley Street, ground floor, where the defendant lived. The watch produced was found in a box belonging to the defendant. The man was taken back to gaol, being sentenced to six months' hard labour.

Mr. J. R. Crook, Executive Engineer of the Public Works Department, was made the recipient of a silver coffee pot, &c., on the occasion of his departure for Gibraltar, from the Overseers and Motor Readers of the Water Works Staff. The presentation was made at 4 p.m. on the 31st ult., the following being present:—Overseers J. Ross, G. W. Ryneck, A. W. J. Simmonds, and Motor Readers B. C. Wiltchell and Claude Ley Kun. Mr. Ross acted as spokesman and in a few well-chosen words handed over the present to Mr. Crook, who responded suitably, and expressed a hope that he had not done anything to occasion any ill-will during his term of office. Three cheers were then given for Mr. and Mrs. Crook.

As Sergeant Macdonald was walking along the road near the Sai Kok Tse at about five o'clock yesterday he met a Chinaman with an umbrella up. As it was not raining at the time and it was too early for the sun's rays to render such a precaution necessary he drew near and noticed that the man was carrying a parcel which he was evidently desirous of concealing. On being asked what he had got, the man said he had bought a clock from a man in the street and was taking it to the Cosmopolitan Docks. This was too thin a story for the Sergeant, who took the man to the Tientsin Police Station and subsequently brought him up before Mr. Hazeland, who fined him \$10 or two months for being in unlawful possession.

A nasty trick was played upon Li Ming Kai, a cook employed in Messine Terrace, on Tuesday. An acquaintance of his called Ng Ho Tsin called upon him on Tuesday as he was out of employment, and was courteously invited to sit down. The cook left him for a moment or so, and on his return he found his friend missing and a pair of trousers as well. He went into the street, and saw him doing a deer-chase with the trousers under his arm. The cook put on a sprint, caught the runaway, and yesterday gave evidence against him at the Magistracy. Mrs. Hazeland thought the cook had been served a dirty trick and accordingly sentenced the delinquent to a month's imprisonment, the last fortnight to be passed in solitary confinement.

For the last few days a Chinaman has been endeavouring to excite the pity and open the purse-strings of passers-by by exposing a bound-up stump and an amputated arm. It seems that some years ago he was employed at the stone quarries at Shaikwan, and during some blasting operations he got one of his arms blown off at the elbow. He had the arm preserved and has since eked out a living by exhibiting it to a sympathetic public. Yesterday when near the Central Police Station he approached Inspector Baker, who forthwith ran him in and charged him with being a rogue and vagabond. His Worship ordered him to be sent to Canton, telling him that if he was brought before him again he would give him a term of imprisonment with hard labour.

The German mail of the 28th June was delivered in London on the 31st ult.

A tri-monthly steamship service has been established between Port Arthur and Chemulpo.

In the 24 hours preceding noon yesterday there were reported two fresh cases of plague and two deaths.

The French gun-vessel *Viper* left yesterday for Taku, the Italian cruiser *Fieramosca*, and the Austrian cruiser *Maria Theresa* for Shanghai.

The U.S. army transports *Westminster* and the *Wyfield*, with troops and ammunition on board, were expected at Nagasaki on the 27th ult. from Manila on their way to Taku. The vessels will be coaled during their stay there.

Le *Courrier Sino-japonais* says that France should profit by the example of England and not embark on excessive colonial enterprise. As her share of China she should rest content with Yunnan and Hainan, the natural dependencies of her Indo-Chinese possessions.

General Dods, the new French Commander-in-chief in Indo-China, was nominated to this post as early as January, 1896—his service in Dahomey having won him a reputation—and arrived soon after in Tonkin. To the general surprise, on the 23rd July he was superseded by General Bichot. There was a great outcry about the affair, Gen. Bichot being a personal friend of M. Roussau, Governor of Tonkin. However, General Dods has at last attained the post which was not unnaturally the cause of so much bitterness to him before.

We publish to-day an interesting interview which Mr. Francis McCullagh, a Tokyo journalist, has had with Count Okuma. The Count it will be remembered, was one of those who took part in the Japanese revolution of 1868, and through it rose to office. In 1873 he was appointed Minister of Finance, and held that post till 1881, when, through a disagreement with the Premier, Marquis Ito, he resigned. In 1883 he became Minister for Foreign Affairs for a short time, but his efforts to push forward the revision of the treaties with foreign nations made him unpopular, and he had to resign. After his first resignation in 1881 he organised the Progressive party known as the Kaishinto, and their power has steadily grown till, in 1896, it carried him into office as Foreign Minister. The Count has always advocated party government for Japan, and in 1898, after the fall of the Marquis Ito's Ministry, he organised the first Government ever appointed in Japan on a party basis, though he did not long remain in office.

The O. & O. *Doric*, on her voyage from San Francisco to Yokohama is reported to have had quite an adventure between Honolulu and Japan. On the night of the 14th inst., about 9 p.m., says the *Japan Herald*, a light was seen from the *Doric* by both the steamer's crew and passengers, and then an indistinct sound of some sort was heard, apparently a steamer's whistle. The *Doric* was hoisted, but as the light had disappeared she proceeded on her way again. Shortly afterwards, however, a piece of broken wreckage was sighted, painted white and black, and the Captain ordered the steamer to be stopped again. A boat was then lowered away, and an attempt made to procure the floating board, but owing to it being a dark night, foggy and dirty weather, the boat returned to the steamer failing to get the piece of board they were after. The *Doric* then returned in the direction where she had first heard the sound and seen the light, and lo and behold, remaining there until daylight, burning blue lights throughout the night, so as to enable any boats or other distressed vessels to see the *Doric*, but nothing turned up. The steamer then made a large circle at daylight, to try to ascertain if anything further could be seen, but failing in this, she proceeded on her voyage.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 2nd August, at 4.15 p.m.

- AGENDA.
- 1.—The Sanitary Surveyor's Report for the Second Quarter of 1900.
 - 2.—Further reply from Government relative to the proposed Sewage Farm for the Peak.
 - 3.—Reply relative to the use of sea water for watering the streets, &c.
 - 4.—Further reply regarding the reservation of a European District at Kowloon.
- G. A. WOODCOCK,
Acting Secretary.

- AGENDA.
- 1.—Replies from H. M.'s Consul, Saigon, and the Legation, Bangkok, relative to Cholera.
 - 2.—Telegram from the Secretary to the Government of India relative to Bubonic Plague at Aden.
 - 3.—Statement showing Plague cases and deaths in the Presidency of Bombay for the week ended June 22nd, 1900.
 - 4.—Statement showing Plague cases and deaths in Bombay City from 5th June to 18th June, 1900.
 - 5.—Fortnightly time-washing return.
 - 6.—Mortality Returns from Macao for the weeks ended 8th and 18th July, 1900.
 - 7.—Mortality Statistics for this Colony for the weeks ended 14th and 21st July, 1900.
 - 8.—Two applications for licences to keep swine.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's steamer *Agata* left Shanghai for this port on Tuesday, 31st July.

The German liner *Albatros* left Shanghai on the 31st ult. via Foochow and Amoy, and is expected here on the 7th inst.

The H. A. L. steamer *Silesia* left Moji on the 1st instant via Shanghai and Foochow and is expected here on the 9th inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

* SHANGHAI, 31st July, 9.36 p.m.

JAPANESE TROOPS REPORTED DUE AT PEKING LAST TUESDAY.

The Japanese Minister at Peking writes on the 19th July that he expects the Fifth Division of the Japanese Army to arrive to-day (Tuesday) at Peking. He hopes that the Legations can hold out.

CHINESE PREPARE TO SAVE IMPERIAL TREASURES.

The *Echo de Chine* for to-day (Tuesday) says that the Peking-Pootung Railway is sufficiently repaired to allow the progress of waggons pushed by hand to convey treasures from the Imperial Palace westward.

LI PING-HENG'S MURDEROUS PROGRESS.

The course of Li Ping-heng to the north is marked by the bodies of murdered Christians and by burnt missions.

LI HUNG-CHANG REPORTS TO THE THRONE.

Li Hung-chang has reported to the Throne that he can do nothing unless the Boxers are checked, the Ministers released, the Christians protected, and Li Ping-heng crushed.

* SHANGHAI, 31st July, 9.55 p.m.

ALLEGED I.M.C. MESSAGE.

A message from Sir Robert Hart and Mr. R. E. Bredon, dated Peking, 21st July, states that the I.M.C. staff and their families are still safe. A similar confirming message has been received.

* Delayed in transmission.

SHANGHAI, 1st August, 7.31 p.m.

GREAT SLAUGHTER OF MISSIONARIES IN SHANSI.

Fifty missionaries have been killed in Shansi. A terrible slaughter has been made of native Christians. Eleven missionaries left Hsianfu on Sunday for Hankow.

ADMIRAL SEYMOUR VISITS NANKING.

Admiral Seymour, with the *Alacrity*, has gone to Nanking to-day on a visit to the Viceroy.

TIENSIN THE BOXER HEAD-QUARTERS.

Documents found at Tientsin prove that the Viceroy's yamen there was the headquarters of the Boxer movement.

EXCELLENT NEWS OF PEKING.

Most reassuring news has come from Peking, where the foreigners are cheerfully awaiting relief. The wounded are doing well.

REUTER'S SERVICE.

London, 30th July.

ASSASSINATION OF THE KING OF ITALY.

King Humbert was assassinated at Monza yesterday (Sunday) evening.

LATER.

King Humbert, when assassinated, was entering his carriage after a distribution of prizes at an athletic competition. The deed was committed by a man named Bressi, who fired three shots from a revolver, piercing the heart and causing death in a few moments. Bressi was arrested.

London, 30th July.

THE SOUTH AFRICAN WAR.

Reuters' correspondent at Cape Town, 30th inst., says that Commandant Prinsloo, with 5,000 Boers, has surrendered unconditionally at Fountainsburg. The Boers from Middelburg are now trekking to Middelburg. General Buller with the guard has arrived at Fountainsburg. General Buller reports that Volkskants Station was attacked twice on the night of the 26th inst., but the enemy was repulsed.

The casualties in the various engagements from 21st to 24th inst. are Sir Bartlett (Sir W. G. Bartlett) of the Sussex Volunteers, 10 men killed, 12 officers and 67 men wounded. The majority of these casualties occurred among the Camerons.

PARTICULARS OF COMMANDANT PRINSLOO'S SURRENDER.

Generals Hunter, Clements, Paget, Buller, Bruce and Hamilton met at Fountainsburg, and after three days fighting forced all the Neks of a circular and almost inaccessible mountain chain. The key of the position, which was the work Nek, was occupied in the night in a dense fog. The Boers were expelled at dawn, and took refuge in Fountainsburg. It was almost impossible to extricate their waggons. Commandant Prinsloo, finding his position desperate, proposed an armistice, which was refused; he then proposed various conditions which were likewise refused, and his surrender followed.

THE CRISIS IN CHINA.

THE TRANSPORTS.

The *Canning* arrived in the harbour yesterday morning with the remaining wing of the 1st Gorkhas (6 British and 3 native officers, 364 men, 45 followers, and 6 horses) the 66th Native Field Hospital (1 British officer, 6 men, 61 followers, and a horse), and details of the Supply Column. The British officers were Col. Rundall, Lieut.-Col. Dumble, I. M. S. Capt. Batters, Colman, and Ryall, Lieut. Nicolay, and Young. The wing of the Gorkhas will disembark and proceed to Stonecutters to-day.

The *Natalia* with four British and four native officers, 18 men and 108 followers (Ordnance Park), with transport mules, one officer, three N. C. O.'s and men, 160 followers and 317 mules of the Transport Department, and details of the 39th Field Hospital and a Native General Hospital, and Special Service officer, arrived yesterday afternoon.

The *Nowshera* leaves for the North to-day, taking besides the Bombay Sappers and Minors, a consignment of military stores and equipment.

The P. & O. steamer *Rome* has left England with seven officers and 235 men Royal Artillery, two officers and eleven men Army Ordnance Corps, 25 Rank and File, R.A.M. Corps and three officers and one N.C.O. for the 1st Chinese Regiment. Her arrival is expected on the 1st September, the troops being transferred to the steamer *Clyde* en voyage. The *Zemuni*, with details of the 7th Bengal Infantry, Sec. 41 Native Field Hospital, 20th Bombay Infantry, and Indian Marine Department, left Calcutta on the 30th ult. She has on board 1,007 men, of whom 721, excluding 179 Followers, belong to the 7th Bengal Infantry. There are also three Press Correspondents on board.

THE INDIAN EXPEDITION.

THE COST OF THE EXPEDITION TO CHINA.

The *Times of India* says:—The approximate estimated initial cost of the Indian Force sent to China, including its advances of pay, transport and supplies, is about £910,000, and the recurring monthly cost of pay will be about £34,000, all of which the Home Government pays. The above figures do not include the cost of additional Cavalry or Horse Artillery, or of the heavy guns just asked for, but it does include the cost of the four Indian Coolie Corps. The China Force will be supplied with clothes according to Indian scale, fur caps, shoeskins, felt boots and woollen wrapping will probably be included if obtainable, and enquiries are now being made at Hongkong, Canada and Russia.

MORE TRANSPORTS PROBABLE.

Subject to the approval by the Military authorities, the following additional transports have been engaged to convey troops to China:—*Euryalus*, *Palawan*, *Falduta*, *Sunda*, *Naruni*, *Ujina*, *Mattara*, *Mombassa* and *Landauru*.

It has been decided to send 1,056 heavy draught bullocks to China, some of which are already in Calcutta. As these animals, unlike horses and mules, will require lying down space, it is probable that four additional transports will have to be engaged.

JAPANESE NEWS.

CIRCUMSTANTIAL STATEMENT BY YUAN SHI-KAI.

The following despatch from Shanghai has been received at the Japanese Foreign Office:—A telegram from Yuan Shi-kai at Chinan-fu, dated July 23rd, has reached here. It states that according to a letter from a friend at Peking, written on the night of July 19th, the Legations were still safe. According to this letter, on the 18th inst., a messenger who was proceeding from one Legation bearing the letter of the Minister, was arrested by the Buiyi Army and brought back to Peking. General Yuan recommended that the Throne should send the messenger back to the Legations and make him the bearer of an Imperial Message expressive of sympathy with the Foreign Ministers. This was agreed to, and the messenger went and returned with a letter from the British Minister, who stated that all the Foreign Ministers were safe and hoping for the restoration of peace. Subsequently, Bannai, an official in the Tientsin Yamen, paid a visit to the Legations and had an interview with the Ministers of the Powers. On the 19th inst. Imperial sanction was obtained to supply provisions to the Legations, and a conference was to be held with a view to discussing whether the Foreign Ministers should be sent to Tientsin under the Guard of Sun Bun-lin and his troops. The Legation guards belonging to the Powers were about this time descending the district south of Gyokuka bridge, and the troops under Tang Fushuo were guarding the district north, but fighting was suspended. Yuan, however, is experiencing great difficulty in making a compromise.

MARQUIS YAMAGATA AND THE CHINESE DISTURBANCES.

It is reported that Marquis Yamagata has decided to remain in office until the trouble in China comes to end, but that immediately on peace being made, and the Boxers suppressed, he will resign his post, with the advice that Marquis Ito should be asked to form a Cabinet. He is said to have informed Marquis Ito of his decision. Marquis Ito, however, thinks that when the allied forces enter Peking and negotiations are opened with the Chinese Government, each Power will appoint its plenipotentiary. In that case he will accept an appointment to the commission and endeavour to stone for his failure in connection with the Liaoning retrocession. This must, of course, says the *Kobe Chronicle*, be taken with a grain of salt, though the polite self-abasement implied in the last sentence is very Japanese.

This is from the *Globe*.—The Chinese Secret Societies, says an authority, have in most cases been formed for the object of "squeezing," in other words, of taking precautions to see that the foreigner pays twenty per cent. more than the market price for all that he purchases. Hence the chief society was called the Boxers, on the analogy of Christiana Boxers. Only with every day is a Boxer Day.

A CLOTH-BOUND COOKERY BOOK, containing 180 original recipes for all kinds of savouries, Invalid Cookery and Sweets, is sent free to all who post their LEMCO Extract fat wrapper to Liebig's Extract of Meat Co., Ltd., 9, Fenchurch Avenue, London.

INTERVIEW WITH COUNT OKUMA ON THE CHINESE QUESTION.

[SPECIAL ARTICLE.]

I have just had the following interview with Count Okuma, ex-Foreign Minister, and one of the most illustrious of the elder statesmen in Japan, with regard to the Chinese problem.

Speaking on the causes that led to the Boxer disturbances, the Count said—

"There are direct causes and indirect causes. The indirect causes are those that always operate when the Western Powers come into contact with old nations possessing a different civilisation, and they have operated for a long time past in the neighbouring Empire, which, considering itself immeasurably superior to all Western nations, lutes them nevertheless for their superiority in material strength. This indirect cause has been responsible for the massacres, that have taken place more than once in China, of foreign teachers of missionaries, and it was once at work here in Japan.

The direct causes of the present trouble are, among others, the usurpation of the Empress Dowager and the popular antipathy to the Catholic missionaries. When the Empress Dowager usurped the powers of Government and summoned to the front conservative statesmen who were in full and perfect sympathy with the popular anti-foreign spirit of which I have just spoken, it might easily have been known what was going to happen.

As for the Catholic priests, when they first came to China they found themselves unable for obvious reasons to keep up anything like a close connection with home, and being thus compelled to live among the Chinese as Chinamen almost, they were very favourably received by the people and there were then none of those antipathetic disturbances of which we have heard so much for this last fifty years or so. What was the cause of the change? It was this. The Catholic priests, taking advantage of the power and influence of their respective countries, attempted to arrogate to themselves political power which did not of course belong to them; and hence the feelings of the *litterati* and of the people towards them underwent a sudden change. The treaties of Tientsin, forty years ago, showed that Napoleon the Third was anxious to use the power of his State for the good of the French missionaries and this tendency to connect religion with national authority, manifested as it was on other occasions, very much increased the hatred of the Chinese towards the missionaries.

I have asked the Count if he thought that the action of Russia and Germany in leading the way in Chinese "grabs" had contributed to any very considerable extent to the creation of the present difficulties.

He answered as follows:—

"The effect of the action of Russia, Germany and other countries is not, I think, as great as might at first sight appear to be the case, for the Chinaman has, as you know, no patriotism, or his patriotism is at all events confined to the limited district in which his particular dialect of Chinese is spoken—there being in the middle Kingdom, I need not remind you, a great number of dialects not in some cases intelligible to one another. I am therefore of opinion that, however much effect the seizures to which you refer may have had on the educated Chinese, the uneducated majority were not in all probability aware that the seizures had taken place at all, and were doubtless ignorant of the fact that the Liaoting Peninsula was within the boundaries of their country at all. Under such circumstances it is not impossible that the seizures may have had some effect in kindling the hatred of the *litterati*, but I think that the amount of its influence on the people was very small.

The causes I have already mentioned are the really important causes that have been at work for a long time—they are the feeling of hatred entertained by the Chinese in general towards the civilized Powers and their profound dislike for the missionaries. In this latter connection I may add that the efforts of the converted Chinese to escape from the control of their own Government contributed not a little to the dislike with which the missionaries were regarded.

Here I asked the Count what indemnity would Japan probably ask from China after quiet had been restored, and how that indemnity would be collected.

"Of course," he answered, "an indemnity will be asked, but the question is, how will it be paid? At present the Central Government is very weak and incapable. I think, of levying taxes throughout the whole country. In any other nation an appeal might be made in similar circumstances to the national sentiment of the people, but among the Chinese the sentiment of nationality is very weak at present. The Chinese merchants do not, you will notice, consider themselves safe under the protection of their own Government, and great numbers of them are at present doing business under the protection of foreign Powers, and running their steamers under foreign flags. Under these circumstances I am very doubtful whether the Chinese Government will be able to raise enough money to meet the demands of the foreign Powers—demands which, I think, be large. Much damage has been done to the property of their nationals by the Boxers, and the expenses for sending considerable bodies of troops to China and maintaining large fleets in Chinese waters will serve to swell the bill. It will be useless, therefore, to demand an indemnity, cash down, from China at the end of the present trouble, for at that time she will be unable to pay even the interest on the national loan of five or six hundred millions.

"Several important questions will confront the allied Powers when they reach Peking, and bring about the restoration of peace, for it is not yet known if the Chinese Emperor is alive or not. It was reported, you may remember, that the usurper who has taken possession of the Emperor's throne has also taken his life;

and, if that is true, it is not likely that the Powers will recognize this usurper, for it was owing to him that the present difficulties have arisen. It is probable, in that case, that the powers will elect a suitable person from among the members of the Imperial family and place him on the throne. With him at the head of affairs, the necessary security for the lives of missionaries and the property of foreign merchants must be obtained; and for that purpose the hands of the Central Government must be strengthened. No better means of doing this can be found than the creation of a regular and well-disciplined army, directly under the control of the Emperor. That will require the taking of another step, however—the readjustment of the finances. The finances of China are, I need not tell you, in a very bad state at present, the different Governors having complete control of the finances in the districts under their control. The system must be improved, and the power of controlling the finances all over the Empire must rest with the central Government alone. At the same time, a well-organized police, established at the different open ports, must see to the safety of foreign merchandise. These things cannot, however, be accomplished by the Chinese themselves; they must be assisted by the allies, including of course the Japanese. The amount of the national debt is, as I have already pointed out, five or six hundred millions, and the amount of the indemnity that might be demanded by the allies might, though it cannot of course be fixed as yet, amount to, say, four or five hundred millions besides. In that case the interest on the whole national debt will be four or five hundred millions, and, as it will be utterly impossible for the Chinese to pay such a sum at once, the allies must, when they reach Peking, cause them to adopt various measures for the improvement of the national finances. There is one step which the allies might take with regard to this payment of indemnity, supposing they take the taxes for security, and that is the abolition of *lekin* in the interior. This measure would certainly bear good fruit. The tax in question is levied, as you must be aware, on merchandise in the interior, and as it goes altogether into the corrupted official's pockets, it does not tend to swell the national revenue. This tax once abolished, Chinese commerce will develop with great rapidity. It is at present worth only 600 millions against Japan's 415 millions, but in a few years Japan will have surpassed China in this particular. That will not be a difficult feat indeed, considering how very slowly the resources of China are being developed in spite of the extent of these resources and the vastness of the country. Taxes like the *lekin* are a great hindrance to the commercial development of the country and should be taken off at all costs; and I think that we should also allow China to raise a little the tariff on imports, say to 10 per cent. If the *lekin* is abolished, business will revive in a surprising manner; and the Chinese Government will not only be able to pay the indemnity but have enough left over to organize a new army, and a new police force, and to carry out all the other necessary improvements. Of course this raising of the tariff seems at first sight a very unprofitable measure for the Powers to take; but we remember that as soon as the bad taxes are abolished commerce will double and treble, and the final result will be to the benefit of the foreign Powers as well as of the Chinese Government. These measures taken, it is possible that the Chinese, by utilizing their vast resources, may be able to pay the indemnity and in a comparatively short space of time accomplish many great improvements and reforms.

"This is my idea of what will happen when these disturbances are settled, but there will be some difficulty in executing this plan.

"There is now a united force marching on Peking, a force consisting of units that never met before since the world began. When that force enters Peking and plans of reform are to be put into execution, the Chinese will need a great many foreigners, and in hiring them from the different Powers they may cause much jealousy and ill-will, for from some Powers they must not borrow more employees than from others."

I pointed out that the same difficulty had arisen in Siam, which had finally to repair for many of its employees, to small countries like Belgium and Denmark.

"Another difficulty," continued the Count, "is that, while the plan I have just outlined or something similar may be welcome to Powers which have only their commercial interests in view, it may not receive the sanction of ambitious Powers, which are only bent on territorial aggrandisement. If there be such an ambitious Power and if it objects to this plan which is nothing but a scheme for the development of the commercial interests and the national resources of China, its failure to agree with the other nations would probably involve the world in endless wars. But allowing that this difficulty, which would mean of course the division of China's territories among the Powers, were finally overcome, there would remain a greater difficulty. How are the European Powers to keep their newly acquired territory under their rule and how are they to establish order and peace within their respective spheres? You must remember that the Chinese people have a history stretching back for 4,000 years; that they are some 400 million in number, that they are a great force in the world, and that the foreign Powers cannot subjugate them and hold them in subjection as easily as they think. There will be continual uprisings of the people against their foreign masters; and in order to repress these uprisings armies must be kept on the spot all the time and fresh armies sent constantly. All this will involve the Powers of course in enormous expenses and their gains will, I fear, be small, for the disturbed state of the country will affect commerce and disturb the market. If, then, the Powers be led by ambition to cut up China they will find that they have killed

the goose with the golden eggs, and lost all the advantages they would otherwise have obtained in that country, and the cutting-up policy is therefore by no means advisable. One of the most necessary conditions to our deriving great benefit from China is the maintenance of the Chinese Empire, much as it is at present. After we had secured the common interests of the country by the adoption of the plan I have just outlined, the trade of the country would be gradually increased to an enormous extent, and the Powers would derive the greatest benefit from it. In order to enjoy that benefit it will be necessary, however, for the Powers first to adjust satisfactorily any petty differences that may arise among them; and, if any ambitious Power stands in the way of such adjustment, the rest of the Powers should unite together to put that Power down and to prevent its ambition from injuring all of them. I hope that the Powers will work together in a spirit of confidence in order that this great trouble may be made to pass away and that this unique opportunity for conferring a great benefit on humanity at large may not be lost."

To my question whether the foreign admirals had not acted somewhat too precipitately at Taku, the Count answered:—

"Perhaps the Admirals were compelled to open fire on the fortifications at Taku; but judging from the newspapers, I should be inclined to conclude that they acted in a somewhat hasty and indiscreet manner and that more reliance ought to have been placed in diplomacy than in force. I certainly think that, if the present report of the massacre of the foreign Ministers and other at Peking be true, the attack on Taku excited the populace to fury and led them to take that terrible step. I have no special news on this matter, however, and only rely on what I have seen in the newspapers."

On my finally asking the Count if, at the International Conference which would meet together after the cessation of the present troubles, the question of Corea would be reopened, he answered that the question of Corea had nothing whatever to do with the question of China. This concluded the interview.

FRANCIS MCCULLAGH.

OUR NEW Q.C.'S.

COMPLIMENTARY OBSERVATIONS AT THE SUPREME COURT.

The gentlemen belonging to the legal profession in Hongkong attended in full force at the Supreme Court yesterday at noon, when the Chief Justice (Sir John Carrington, C.M.G.) and the Acting Puisne Judge (the Hon. T. Sercombe Smith) addressed a few complimentary observations to our new Q.C.'s—the Hon. W. Meigh Goodham (Attorney-General) and Mr. H. E. Pollock, on their promotion to the silk gown.

The CHIEF JUSTICE said—Mr. Attorney-General, Mr. Pollock: I saw in the last issue of the *Gazette* an intimation that Her Majesty has been pleased to have you appointed on her Council for the colony of Hongkong. We have here no inner and outer bar, and the court is, therefore, unable to call you within the inner bar, but I thought it proper that there should be a formal reception of you in your new dignity. I congratulate both of you gentlemen very cordially on the honour which has been conferred upon you in recognition of honourable and successful careers, and also in recognition of good services rendered to the Crown and to the people of this colony, and in your case, Mr. Attorney-General, I believe, also to other colonies. If you have your letters patent of appointment I will direct that they be recorded in the court. I feel sure I express the sense of the people of this colony when I say that the honour conferred upon you is entirely well deserved.

The ACTING PUISNE JUDGE—Mr. Attorney and Mr. Pollock: I wish to add my congratulations to those of the Chief Justice upon the distinction thus been conferred upon you. When I was in the administrative branch of the Civil Service of this colony I was privileged to see the work done by you both as legal advisers to this Government. You were skilful, wise, and loyal counsellors. The present honour not only emphasises the position which you hold at the Bar of this court but also indicates to some extent, I venture to say, Her Majesty's appreciation of the counsel which from time to time you have tendered to her representatives in the colony.

The ATTORNEY-GENERAL said—Allow me to express my thanks to your Lordship for the kind expressions to which you have given utterance from that Bench. I venture to think the Supreme Court of Hongkong is a Court in which suitors are sure to find a patient, a painstaking, an absolutely impartial, and a most conscientious investigation of their cases by a Judge or Judges of ripe experience learning and ability. I have had the honour of being Her Majesty's Attorney-General in this Colony for more than ten years. I have seen the Bench where Your Lordship now sits occupied by Sir James Russell and Sir Fielding Clarke, your Lordship's more immediate predecessors. With them, as with Your Lordship, I have always felt that the one desire has been the absolutely impartial administration of justice. It has always, therefore, been a pleasure to me to appear in this Court, for I have felt sure of kind and courteous treatment by the Bench and of a thorough investigation of the cases it has been my duty to bring before the Court. I believe that feeling to be shared not only by every member of the Bar and of the legal profession but by the public generally. I, therefore, esteem it an honour to have been appointed one of Her Majesty's Counsel of Her Supreme Court of Hongkong.

Mr. POLLOCK—My Lord, I have to thank your lordships very much for the kind words which you have used concerning me.

The CHIEF JUSTICE, to the Acting Registrar, (Mr. J. W. Jones)—Mr. Registrar, let the letters patent be duly recorded.

REQUIEM MASS FOR THE LATE KING OF ITALY.

The dastardly act which has resulted in the death of King Humbert of Italy has aroused the most wide-spread indignation and general expressions of sympathy. Consequently special interest attached to the Solemn Requiem Mass held at the Roman Catholic Cathedral yesterday morning.

The church was specially draped in black for the occasion, while the Italian flag was very prominent, one being at the principal entrance, another before the main altar, and a third draped with beautiful floral tributes and was guarded by Capt. Negri, Comdr. Mansardi, Flag-Lieut. Cuturi, at the head, and six other Italian naval officers at the sides, Giovannini, Denti, di Sambuy, Tomadelli, Mattina, and della Corte.

Among those present were H. E. the Governor (Sir Henry Blake, G.C.M.G.) and Viscount Salsdale, Major-General Gascoigne, C.M.G., and the Hon. Captain Trefusis and Col. The O'Gorman, the various consular bodies, a good number of naval and military officers, the Italian, French, and Spanish clergy in the colony, the Italian Sisters of Charity, and many residents in the colony. Consul and Madame Volpicelli attended, the Consul, in full uniform, greeting the different arrivals at the principal entrance to the church, assisted by the Italian officers di Giura and Baccard and by members of the Italian community, Signori Badolo, Marcano and the brothers Musso, sons of the late Consul.

The chief mourners were the Italian Consul and Rear-Admiral Count Candiani. At 10 o'clock H. E. the Governor arrived, and Chevalier Volpicelli accompanied him to his seat, with the officers, members of the Italian community, and the company of honour, which was composed of the following officers: Biancheri, Bardesona, Accame, Fumagalli and Bellegradi.

The ceremony lasted for one hour and was, in the absence of Monsignor Piazzi, the head of the Italian mission here, celebrated by Monsignor Excoffier, vicar apostolic of the mission of Yunnan, assisted by the Italian clergy of the mission here.

Altogether some 100 men from the Italian cruiser *Fieramosca* were present, with the band, which played several appropriate pieces of music in a manner which evoked the highest eulogiums. At the end of the service Chevalier Volpicelli and Admiral Candiani accompanied H. E. the Governor to his chair. The Italian Consul then remained at the door, thanking all the representatives as they passed out.

SWATOW.

[FROM OUR CORRESPONDENT.]

OUTBREAK AT TINGCHAU-FU.

Swatow, 30th July.

Word reached Kiaying on the 24th inst. that the chapels of the London Mission at Tingchau-fu and Ho-tien had been destroyed. Ho-tien is a small market-town 40 li down the Ho River from Tingchau. At Tingchau-fu there was in connection with the chapel a dispensary in charge of a native of Amoy. Mr. Chang, the fu magistrate, has hitherto been exceptionally friendly, and there is quite a camp of soldiers just outside the city. In this prefecture there are many chapels of the London Mission in market-towns and villages.

HOW TO TREAT A RISE IN PRICES.

In Shang-hang *tsen*, 240 li south of Tingchau there is a famine, rice selling at five *shing* to the dollar. There was trouble between the magistrate and the people. The latter won by closing all shops for two days.

KIAYING AND KIEH-YANG.

Kiaying seems absolutely tranquil, though there are rumours of the rising of the "Three Dot" society. Two soldiers guard the vacated premises of the Basel Mission.

All is quiet at Kieh-yang. The recent destruction of the chapel at Ng-yen-tung has only local significance.

SAILORS AND SOLDIERS' CHINA RELIEF FUND.

Weihsai, 20th July, 1900.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

SIR,—Having spent ten days in a cellar under the Gordon Hotel at Tientsin, and endured all the inconveniences attendant on a severe bombardment, my thoughts naturally turn to the widows and dependent relatives of the seamen and marines of the British Navy who lost their lives in defending us and in extricating us from our deplorable condition. These widows and dependent relatives will want pecuniary aid, as also will the many young seamen and marines who, from the terrible nature of their wounds, may be incapacitated from earning a livelihood, and have nothing to live on except a small Admiralty pension. A walk through the hospital here painfully impresses upon one the number of those who will be in this condition. Under these circumstances I venture to suggest that a subscription be started for the widows or dependent relatives of the British Seamen and Marines who have lost, or may lose their lives, in this China War; and that part of the subscription raised be given to such seamen and marines who may be either from disease or wounds incapacitated. If this fund be started I have promises of subscriptions here.—Yours etc.,

FRANCES E. SCOTT.

[Our correspondent asks for subscriptions only for sailors and marines, but as there are now many British soldiers taking part in the operations, including the detachment of the 2nd Bat. Welsh Fusiliers, we have taken the liberty of including the soldiers. Subscriptions will be daily acknowledged in our columns, and subscribers should be addressed "Manager, Hongkong Daily Press, Sailors and Soldiers' China Relief Fund."]

SUBSCRIPTIONS.—
Hongkong Daily Press \$100.00
C. Wilcockson 5.00
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THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY.

The following is the report of the board of directors to the ordinary half-yearly meeting of shareholders to be held at the office of the company, on Tuesday, the 7th August, at 12 o'clock, noon.

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premium of insurance, repairs and all other outgoings, there remains, including \$43,213.41 brought forward from last account, the sum of \$159,237.23 at credit of profit and loss account. From this amount the directors recommend that a dividend for the half-year of 8 per cent. on capital or \$99,000, be paid to shareholders, that \$21,000 be placed at credit of equalization of dividend fund (which will then stand at \$30,000), leaving a balance of \$43,237.23, to be carried forward to new account.

The West River Trade remains in much the same unsatisfactory position as mentioned in the last report. Business has, however, been good on the other lines, with the result that the total of steamers' earnings compares favourably with that of the corresponding six months of the previous year.

The item of repairs is heavier than usual, as it includes the cost of the *Powee's* new boat, in addition to an extensive overhaul of that vessel. The other steamers have undergone the usual annual docking and repairs under Government survey.

Good progress is being made with the new pier which, it is expected, will be ready for occupation in about six weeks.

Upon leaving the Colony the Honourable E. R. Bellios resigned his seat at the board, and Mr. Robert Shewan was nominated by the directors to fill the vacancy. At the invitation of the directors Mr. Armin Haupt has also joined the board, and both these appointments require confirmation by the shareholders at this meeting. In accordance with the Articles of association, Mr. E. Goetz and Mr. R. Shewan retire from the board by rotation, and, being eligible, offer themselves for re-election.

The retiring auditors, Messrs. A. O'D. Gourdin and F. Henderson, also offer themselves for re-election.

J. J. KESWICK,

Chairman.

Hongkong, 31st July, 1900.

30th June, 1900.	ASSETS.	\$	c.
Value of steamers <i>Powee</i> , <i>Houan</i> and <i>Huangshan</i> and <i>Yan</i> of <i>Fatschen</i>		712,500.00	
Value of steam-launches <i>Leungshan</i> and <i>Lungshan</i>		45,125.00	
Value of 1st share of steamers <i>Wichow</i> and <i>Wan Shui</i> and 4 lighters, and payments on account of 2 steamers which steamers building for the West River trade		124,350.14	
Value of lighters <i>Shan Lee</i> and <i>Ho Lee</i>		12,540.00	
Value of wharves, hulks, and moorings		68,539.50	
Value of properties at Wanchow and Kowloon		8,540.77	
Value of coal, stores, and spare gear		11,810.84	
Value of furniture		150.00	
Value of shares in public companies		421,947.40	
Value of Chinese bonds		1,534.48	
Loans on mortgage		685,500.00	
Cash with the Hongkong and Shanghai Banking Corporation		34,438.49	
Interest accrued to date		1,516.48	
Provision on insurance policies unexpired		9,635.89	
Sundry debtors		9,778.00	
		\$2,145,967.08	

30th June, 1900.	LIABILITIES.	\$	c.
Amount of capital, 80,000 shares of \$15 each, fully paid-up		1,200,000.00	
Amount at credit of depreciation and insurance fund		60,000.00	
Amount at credit of equalization of dividend fund		3,000.00	
Amount at credit of investment fluctuation account		137,828.55	
Unclaimed dividends		38,318.00	
Sundry creditors		29,557.30	
Amount at credit of profit and loss account		159,237.23	
		\$2,145,967.08	

PROFIT AND LOSS ACCOUNT.

30th June, 1900.	Dr.	\$	c.
To amount paid for repairs to steamers, including new boiler for steamer <i>Powee</i>		75,674.30	
To subscription to Indian Famine Relief Fund		250.00	
To directors and auditors' fees		2,750.00	
To balance to be appropriated, viz.:—			
Dividend at 8 per cent. on	\$21,000.00	\$9,900.00	
To be carried to equalization of dividend fund	21,000.00		
To be carried to new account	42,237.23		
		159,237.23	

31st Dec., 1899.	Cr.	\$	c.
By amount brought forward from last account		43,213.41	
By net earnings of steamers		155,537.68	
By interest on investments		48,243.90	
By transfer fees		340.50	
		\$237,941.53	

DEPRECIATION AND INSURANCE FUND.

30th June, 1900.	Dr.	\$	c.
To balance		600,000.00	
		\$600,000.00	

31st Dec., 1899.	Cr.	\$	c.
By amount at credit		600,000.00	
		\$600,000.00	

EQUALIZATION OF DIVIDEND FUND.

30th June, 1900.	Dr.	\$	c.
To balance		9,000.00	
		\$9,000.00	

31st Dec., 1899.	Cr.	\$	c.
By amount at credit		9,000.00	
		\$9,000.00	

A CHINA LEAGUE.

In the *Times* of the 27th ult. the following letter appears:—

TO THE EDITOR OF THE "TIMES."

SIR,—For some time rumours have appeared in the Press of the formation of a China League with a view of keeping before the country the vast importance of British interests in the Far East, more especially having regard to the present crisis. I am able to announce that the project has so far taken shape that a preliminary meeting of the promoters will be held in a day or two. The basis on which co-operation will be invited is contained in the accompanying memorandum. Details regarding the organization will be published in due course.—I am, &c.,

G. JAMESON.

Reform Club, June 26th.

A CHINA LEAGUE.

In view of the extreme gravity of events now happening in China and the important questions that will presently come up for consideration as to the future relations between Great Britain and that country, the time seems opportune for the formation of an organization of all who are interested in the Far East, and who desire the maintenance of the commercial and political supremacy which we have hitherto held in these regions. The importance of China as an open market for our manufactures and the immense

possibilities which that country presents as a legitimate field for British enterprise are generally recognized by her Majesty's Government, but owing to the difficult and complex nature of the problem, and the variety of the interests involved, they have hesitated to embark on a definite line of policy without the support of a strong popular voice. On the other hand, popular information as to the issues at stake is of the most elementary kind, and means of forming a sound opinion are hardly available among the constituencies.

The object of the league would be to remedy both these defects. In the first place it would seek, by means of popular addresses, pamphlets, &c., to build up in the country at large a sound body of public opinion on the Far Eastern question; and, secondly, through a strong Parliamentary party it would endeavour to assist and support her Majesty's Government in the task of formulating and maintaining a clear and consistent line of policy.

This policy is now intended to be aggressive. It would aim, in the first place, at the maintenance intact of all existing treaty rights throughout the whole of the territories of the Chinese Empire, and the furtherance of British interests by all legitimate means. Secondly, it would endeavour to support, in co-operation with other Powers, a progressive Government in China, which by moderate and steady reform would secure the tranquillity, prosperity, and independence of the Empire. Thirdly, and in any case, to see that there shall be no such disturbance of the balance of power in the Far East as would endanger our Imperial position or affect the safety of our Indian Empire.

THE RUSSIAN TROOPS IN SIBERIA.

The St. Petersburg correspondent of the *Times*, writing at the end of June about the Imperial Ukase placing the troops on the Amur on a war footing and calling out the necessary reserves, says:—

The great majority of the troops in Siberia are stationed in the territories of the Amur, the Ussuri, and adjacent districts. During the present year the contingent of recruits sent there, to take the place of the men whose time had expired, were about 15,000, of whom 8,000 were conveyed on steamers of the Volunteer Fleet, the rest going overland. As the complement of new recruits and conscripts may generally be reckoned a fourth of the whole number of standing troops, this would make the total strength of the forces in Siberia, principally Eastern Siberia, and including those in the Lena-tong, about 60,000 men. The mobilization now ordered will probably bring this total up to about 100,000 or 110,000, although it may be less if the object in view, which is most likely in the first instance to replace the men being sent from Port Arthur against the "Boxers," can be attained with a smaller number. It will also be an experiment of great practical benefit in the future as having been carried out in the altered conditions produced by Russia's railway advance into the Far East. It will, no doubt, take three or four weeks at least to complete the operation. The word mobilization is not used in the Imperial Ukase, but the placing of the troops on a war footing must be considered as practically the same thing. The requisite number of reservists it will be observed, are to be drawn from all parts of Siberia and not alone from the Amur region, where probably there are very few of them. A good many of the men, after completing their service with the colours, remain for some time in different parts of Siberia in order to take advantage of the special privileges granted by the Government to induce them to become permanent settlers. It may be further explained that the Siberian rifle battalions have always been kept at very nearly, if not quite, war strength, and, according to a decree published a few weeks ago, each existing battalion is to be formed into a regiment of two battalions, thus doubling the number. The entire force, leaving out of account certain detachments of separate troops, is then to be organized into the army corps of Siberia.

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Hongkong, 1st June, 1899. 11637

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Hongkong, 15th September, 1899. [1756]

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Hongkong, 23rd September, 1891. [808]

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Hongkong, 16th September, 1899. [1765]

SCIENTIFIC MISCELLANY.

**A LONG-LOST BIRD—A MODERN FURNACE—FOR
MAN TO LIST HIMSELF IN AIR—THE LONGEST
SOLAR ECLIPSE—WAVE-BUILDING WITHOUT
OIL—A FUTURE MINE OF WEALTH—SILICON
SEEN IN STARS—YELLOW VISION FROM POI-
SONING—THE PROBLEM OF FLIGHT—GOLD
FROM SEA-WATER—A NEW CLOCK REGULA-
TOR.**

An ornithological specimen of extraordinary
interest has turned up in a Florence museum.
A French expedition in 1803 visited the vicinity
of South Australia, and explored Kangaroo
Island, finding thereon no human inhabitants,
but an abundance of kangaroos and emus.
Three of the emus were taken alive to Paris.
Two of these lived until 1822, after which they
were mounted for the Paris Museum, but no
record of third specimen is now known.
The first settlers on Kangaroo Island quickly
exterminated the small emus, when it was dis-
covered that the species—*Dromaius ater*—was
quite distinct from any other. This left the
specimens represented by only two known spec-
imens, until it was lately proven that a puzzling
specimen in Florence is really the missing third
specimen.

A new British crucible-furnace for making
calcium carbide and the like, and for melting
bars of steel or other metals, is expected to prove
of great utility. It is heated by oil-gas, which
is fired in the first of a series of chambers, the
heat circulating through the other chambers
while the air enters as a natural blast from the
side. Everything is automatic, and the heat is
sufficient to melt any metal except platinum.

Human evolution is not likely to make flight
practicable by means of the vertical screw.
Lord Rayleigh calculates that to support his own
weight a man, working at the average
power to be maintained for eight hours a day,
would require a screw about 300 feet in diame-
ter, and it would be necessary that this screw
itself should have no weight and should be
workable without loss from friction.

A late report of the work now obtained from
the waste gases of blast furnaces is the follow-
ing: In Germany 41 engines are run, yielding a
total of 22,000 horse power; in Luxembourg,
12 engines, of 9,700 h.p.; Belgium, 8 of 3,700
h.p.; France, 8 of 3,250 h.p.; Great Britain,
6 of 2,000 h.p. This is a general total of
75 engines and 40,720 h.p.

The greatest possible duration of a total eclipse
of the sun has been accurately computed by the
President of the Leeds Astronomical Society,
whose determination will succeed a more im-
perfect one made 123 years ago. Five condi-
tions are necessary to give the longest totality.
The moon, at or very near the point where the
orbit crosses that of the earth, must also be
at its nearest approach to the earth; the sun
must be at its greatest distance away; totality
should occur at local noon, with the shadow
moving along a parallel of latitude, in order
that the diurnal motion of the observer may
have its full effect in detaining him within the
shadow; the sun and moon should be in the
zenith, so that the shadow may be as large as
possible; the observer should be on the equator,
so that his motion may be as rapid as possible.
The fourth and fifth conditions cannot occur
simultaneously, the fifth being the more
favourable. The earth's radius, or semidiameter,
being taken as 3,963,286 miles, and the moon's
radius as 1,080 miles, it is found that the
maximum totality will be about 7 minutes 40
seconds, and the eclipse should be observed at
noon near the fifth parallel of north latitude
about the beginning of July. The longest
eclipse of twentieth century will occur June
20th, 1955, and will have a totality of 7 minutes
25.5 seconds, the moon point being at 117 deg.
east longitude and 15 deg. north latitude.

The plan of using floating nets to reduce the
force of waves at sea or at the mouths of har-
bours is being tested by Baron Benvenuto
d'Alessandro, an Italian living in Paris. Such
nets form a crust over which the waves cannot
climb and under which they become much flat-
tened out. A net lately made is 360 feet long
and 50 feet wide, with square meshes of 14
inches, the material being waterproofed hemp,
and the weight less than half an ounce per square
foot. This was anchored at the port of Havre
to protect some unfinished hydraulic works
from a heavy surf, but the effect could not be
favourably observed.

From the experiments at Sassari, Sardinia,
it is estimated that a town of 50,000 inhabitants
may be kept free from mosquitoes for \$250 a
year. The swamps and other breeding spots are
covered with petroleum to kill the larvae and
the mosquitoes are exterminated by means of
chlorine and other powerful chemicals.

The peat-bogs of Ireland and other countries
are likely to have much greater value in the
future than they have had in the past. The
possibilities of peat have been a subject of study
for twelve years by Herr Zachner, of Vienna,
and he has found that, while the grasses and
reeds composing it have become chemically
changed, the fibres have not decayed, but that
they are elastic, durable, non-conductors of
heat and non-combustible. These properties

**Bracing!
Refreshing!
Invigorating!**
ADD A LITTLE
Condyl's Fluid
TO YOUR BATH.
THE STRENGTHENING EFFECT IS MARVELLOUS.
CONDY & MURPHY, of London, England.
ALL SUBSTITUTES ARE INFERIOR.
Insist on Buying "CONDY'S FLUID."

adapt the material for many uses. It has been
made into a great variety of fabrics, including
blankets for horses and cattle, carpets, window
curtains, and paper of various kinds. The
fabrics have the strength of linen, with the
warmth of wool. The unspun fibre is not with-
out uses, for it has proven a highly antiseptic
substitute for absorbent cottons.

The detection of silicon in one of the fixed
stars is reported by J. Lunt. Three unknown
lines had been previously noted in the spectrum
of this star (Beta Crucis), and while examining
the spectra of tubes of carbonic oxide and argon
this observer discovered the same lines. As a
strong electric discharge was passing through
the tubes and the lines did not appear with a
weak discharge, it was suspected that the spec-
tra were affected by disintegration of the glass.
Further investigation proved this conclu-
sion correct, and that the three lines were due
to silicon.

Coloured vision as an effect of snake-bite is
reported by Richard Hilbert. A young girl
was bitten on the toe by a snake, the bite causing
stiffness and pain which lasted seven weeks and
a half. A bluish discoloration over the abso-
men continued fourteen days. The most
curious symptom appeared on the second day,
when all bright-coloured objects were found to
be yellow.

A new element, which he proposes to call
"austrium," is believed by Herr Pritam to
exist in the mineral orthite. He assigns to it
twenty-four hitherto unknown spectral lines,
but has not yet succeeded in isolating the sup-
posed element.

A new species of petrel and a new sea-gull
are discoveries by Searle on the Hawaiian
Island of Kauai.

Reviewing the progress made in air naviga-
tion, Mr. Henry Wills finds that the problem
of flight remains about where Leonardo da
Vinci left it in 1500, after inventing the aerial
screw and parachute. Recent experiments
have strangely neglected the essential require-
ments, which are—that a flying machine should
have the power under ordinary conditions to
ascend or descend at any place and any time;
that it should be able to move in any direction
or remain stationary above the earth; and that
it should contain some automatic principle of
safety to enable the aeronauts to reach the earth
without danger in the event of accident to the
mechanism. All means of navigating the air
thus far devised are lacking in one or more of
these essentials. Unless some new property of
matter should be discovered, the only promising
means of solving the problem seems to be by
applying power to the parachute, for whom the
power of ascending is once given this, travelling
in a horizontal direction may be brought
about by inclining the parachute in the direc-
tion of motion required, while safe descent is
assured by the sustaining surface. Searing
aeroplane fail conspicuously, partaking more
of the character of projectiles than of means of
locomotion.

The new gold-from-sea-water scheme of a
British inventor consists in the construction of
a shallow reservoir on a chalky coast. A bail-
valve would open at high tide, allowing the
water to enter with such force as to scour the
bottom of the reservoir and stir up the sludge,
and the discharge would be gradual through an
outlet just above low-water mark. It is claimed
that the gold would adhere to the sludge, set-
tling with it in the reservoir. As each ton of
sea-water is assumed to contain from two to five
grains of gold, it is easy to figure for such a re-
servoir a valuable accumulation of precious
metal, which would be obtained periodically by
fusion or dissolving the chalk in acid.

A clock regulated by Hertzian waves was a
novelty shown at the late Royal Society con-
ference. It was suggested that all the clocks of
London—public and private—could be controlled
by wireless telegraphy, a collector on each clock
receiving the electric waves and causing the time
to be set to that of the central transmitting clock.

A model of the human heart, working as in
life and pumping blood to and fro through
artificial arteries, is the work of a French
physician.

THE
FIGHTING AT TIENTSIN.

WE HAVE A SMALL QUANTITY OF
PLANS OF TIENTSIN
FOR SALE.

PRICE ... 75 Cents each.

THE Plans show the latest extensions in the
Foreign Settlements at Tientsin, position
of the Public Buildings, &c.

Printed by Messrs. JOHN BARTHOLOMEW
AND CO., Edinburgh.

"DAILY PRESS" OFFICE.
Hongkong, 17th July, 1900. [199]

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
BELLIANT CROWN
TARPAULING
ARNHOLD, KARBEG & CO.,
Sole Agents.

NOTICE OF REMOVAL.

THE Offices of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO,
CHRONICLE & DIRECTORY,
have this day been removed to
3, PRAYA CENTRAL,
Entrances East Lane, recently Messrs.
Went & Co.'s Office, behind Messrs. Shewan,
Tomes & Co.'s premises.
Hongkong 1st May, 1900.

NOTICES OF FIRMS.

NOTICE.

WE have To-day ESTABLISHED a
BRANCH of our Firm at MANILA under
the Style of **BEHN, MEYER & CO.**

BEHN, MEYER & CO.,

Singapore.

1st July, 1900. [2104]

NOTICE.

WE have This Day ESTABLISHED
ourselves in Business, under the Firm
Name of **SPOONER & WILSON,** as
GENERAL PASSENGER BROKERS and
COMMISSION AGENTS.

J. J. SPOONER,
H. WILSON.

Address: **KOON SUN HONG,**
34, WING ON LANE,
Hongkong.

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HOUSES**

THE Undersigned have been appointed
AGENTS, and are prepared to accept
orders for a variety of designs.
Particulars on application to—
WOODS & CO.,
4, Queen's Road Central
Hongkong, 17th April, 1900.

MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL.

Head Office:—TOKYO.
Branch Office:—LONDON, NEW YORK, BOM-
BAY, SINGAPORE, SHANGHAI, TIENT-
SIN, NEWCHANG, and all Ports in
JAPAN.

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Mitsui Coal Mines,
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Yoshitomi Coal Mines,
Onoda Coal Mines,
No. 1, Onoda Coal Mines,
Ichimura Coal Mines,
Kishida Coal Mines,
Yoshida Coal Mines,
Yamada Coal Mines,
Manuwa Coal Mines,
The Osaka Shosen Kaisha, Limited,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kangafuchi Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Tokio Cotton Spinning Mills,
Onoda Cotton Spinning Mills,
Onoda Cement Company,
Imperial Government Paper Mill,
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 10th August, 1899. [27]

QUAN WAH & CO.,

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.

DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [1089]

**MITSU BISHI DOCKYARD
AND ENGINE WORKS,**

NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
A.I. A.B.C. and Engineering Codes
Used.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA PORTS OF CALL.	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 4th inst. at Noon.
LONDON VIA SUEZ CANAL	CAI IAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th inst.
LONDON VIA SUEZ CANAL	PHILOS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 21st inst.
LONDON VIA SUEZ CANAL	PROMETHEUS	Brit. str.	—	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 4th Sept.
LIVERPOOL DIRECT	JARVIS	Brit. str.	—	Grier	P. & O. S. N. Co.	On or about 6th Sept.
BREMEN VIA PORTS OF CALL.	KONIG ALBERT	Ger. str.	—	O. Cuppers	BUTTERFIELD & SWIRE	On 10th inst.
MARSEILLES & C. VIA PORTS OF CALL.	ANNAM	Fr. str.	—	Poydenot	MELCHERS & CO.	On 9th inst. at Noon.
MARSEILLES & C. VIA SPORE, & C.	WAKASA MARU	Jap. str.	—	J. B. Macmillan	MESSAGERIES MARITIMES	On 13th inst. at 1 P.M.
MARSEILLES & LONDON	BANGA	Brit. str.	—	G. W. Babet	NIPPON YUSEN KAISHA	On 10th inst. at Daylight.
HAVRE & HAMBURG	SILBIA	Ger. str.	—	Behrens	P. & O. S. N. Co.	On or about 14th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	v. Binzer	CARLOWITZ & CO.	On 9th inst.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Brann	CARLOWITZ & CO.	On or about 12th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 30th Sept.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & CO.	On or about 12th Oct.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	—	DODWELL & CO., LIMITED	On 8th inst.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 20th inst.
VICTORIA, B.C. & TACOMA V. AMOY, & C.	VICTORIA	Brit. str.	—	J. Pantou	DODWELL & CO., LIMITED	On 7th inst.
VICTORIA & VANCOUVER, B.C. VIA MOI, & C.	TARTAN	Brit. str.	—	H. Fybus, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 15th inst.
VANCOUVER, VANCOUVER, B.C. VIA MOI, & C.	EXPRESS OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 8th inst.
PORTLAND OREGON, & C.	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO., LIMITED	On 4th inst.
SAN FRANCISCO VIA MOI, & C.	ALGOA	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	On 4th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	DORIC	Brit. str.	—	—	O. & O. S. N. Co.	On 7th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 18th inst. at Noon.
SAN DIEGO, & C. VIA FOCHOW, KOBE, & C.	CARLISLE CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst.
AUSTRALIAN PORTS.	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 9th inst. at 5 P.M.
AUSTRALIAN PORTS.	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
AUSTRALIAN PORTS.	TSINAN	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
GERMAN COLONIAL & AUSTRALIAN PORTS	MUNCHEN	Ger. str.	—	Krebs	MELCHERS & CO.	On 5th Sept. at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE	ROHILLA	Brit. str.	—	C.H.S. Tockus, R.N.R.	P. & O. S. N. Co.	On 4th inst. at 4 P.M.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 15th inst. at Noon.
SHANGHAI & JAPAN	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
SWATOW, AMOY & FOCHOW	CHUSAN	Brit. str.	—	C. T. Denny	P. & O. S. N. Co.	On or about 3rd inst.
SWATOW, AMOY & TAMSUI	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 10th inst.
SWATOW, AMOY & TAIWANFOO	HAICHING	Jap. str.	—	Hall	DOUGLAS LAFRAIK & CO.	To-day, at 11 A.M.
MANILA	ANPING MARU	Jap. str.	—	I. Ogata	MITSUI BUSSAN KAISHA	On 5th inst. at Daylight.
MANILA	SUNGKIANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
MANILA	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
CEBU & ILOILO	TSINAN	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
SINGAPORE, SOERABAYA & SAMARANG	KASHING	Brit. str.	—	Hopkins	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
	CHUNSAH	Brit. str.	—	Buller	JARDINE, MATHESON & CO.	On 4th inst. at 2 P.M.

SHIPPING.

ARRIVALS.
 Aug. 1, ANPING, British str. 1,150, Barlow, Canton 31st July, General.—CHINESE.
 Aug. 1, FOCHOW, British steamer, 991, R. Y. Anderson, Moji 25th July, Coals.—JARDINE, MATHESON & CO.
 Aug. 1, ROHILLA, British str. 2,216, C. H. S. Tockus, R.N.R., Yokohama 25th July, General.—P. & O. S. N. Co.
 Aug. 1, CANNING, British transport, 2,300, Pifford, Singapore 26th July.
 Aug. 1, NATIANA No. 10, British transport, 3,412, W. B. Smith, Calcutta 26th July.
 Aug. 1, HAYLEN, French steamer, 537, Mercees, Paphos and Hallow 31st July, General.—A. H. MARY.
 Aug. 1, HONGKONG, French str. 862, Panier, Hallow and Hallow 31st July, General.—A. H. MARY.
 Aug. 1, MAIDZURU MARU, Jap. str., 637, Ogata, Tamsui, Amoy and Swatow 31st July, General.—M. B. KAISHA.

CLEARANCES.

At the Harbour Master's Office.
 1st August.
 Valkyrie, British bark, for Manila.
 Oupack, British str., for Shanghai.
 Goe. Robie, Amr. bark, for Port Townsend.
 Nurnberg, German str., for Yokohama.
 Huting, French str., for Haiphong.
 Elze, German str., for Bangkok.
 Ykang, British str., for Hongkong.
 Haiching, British str., for Swatow.

DEPARTURES.

July 31, MARATHON, H.M. cruiser, for Shanghai.
 July 31, NOWSHEER, British transport, for Weihaiwei.
 July 31, WALLAROO, British cr., for Shanghai.
 Aug. 1, VIKER, French gunboat, for Taku.
 Aug. 1, GERMANIA, German str., for Karatsu.
 Aug. 1, APENRADE, Ger. str., for Haiphong.
 Aug. 1, CHOYANO, British str., for Canton.
 Aug. 1, VALS OF DOON, Brit. bark, for Rajang.
 Aug. 1, MACHW, British str., for Swatow.
 Aug. 1, DAPHNE, German str., for Nagasaki.
 Aug. 1, EMBALDA, British str., for Manila.
 Aug. 1, C. AFOR, British str., for Calcutta.
 Aug. 1, GLENESK, British str., for Shanghai.
 Aug. 1, FERRAROSA, Italian cr., for Shanghai.
 Aug. 1, MARIA TERESA, Austrian cruiser, for Shanghai.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Changsha, Argus, Taicheng, Hanoi, R.C. Felice, Sachem, Monmouthshire.
 COSMOPOLITAN DOCK.—Doric.

SHIPPING REPORT.

The British steamer *Fochow*, from Moji 26th July, had light S.W. and S. winds throughout with fine, clear weather and smooth sea.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
 GLENESK, British bark, Burns.—Sander, Wither & Co.
 J. P. HITCHCOCK, Amr. ship, Gates.—Siemens & Co.
 R. C. RICKMESS, German ship, Otto.—Arnhold, Karberg & Co.
 VALE OF DOON, British bark, Petersen.—Sander, Wither & Co.
 NOWWOD, British ship, Thos. Roy.—Order.

VESSELS ON THE BERTH

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship.

"HAICHING."
 Captain Hall, will be despatched for the above ports TO-DAY, the 2nd inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.
 Hongkong, 1st August, 1900. [2124]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.
 THE Company's Steamship.

"KASHING."
 Captain Hopkins, will be despatched as above TO-DAY, the 2nd inst., at 4 P.M.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 2nd August, 1900. [2047]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
 THE Company's Steamship.

"SUNGKIANG."
 Captain Moore, will be despatched as above TO-MORROW, the 3rd August.
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 31st July, 1900. [2086]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship.

"COROMANDEL."
 Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 4th August, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, & C., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
 A. M. MARSHALL,
 Acting Superintendent.
 Hongkong, 23rd July, 1900. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOERABAYA AND SAMARANG.

THE Company's Steamship.

"CHUNSAH."
 Captain Buller, will be despatched as above on SATURDAY, the 4th August, at 2 P.M.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 27th July, 1900. [2088]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship.

"MAIDZURU MARU."
 Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 5th August, at DAYLIGHT.

For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 30th July, 1900. [15]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship.

"ANPING MARU."
 Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 8th August, at DAYLIGHT.

For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 25th July, 1900. [1443]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rex M. Sloman & Co., Hamburg.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-power Steamship.

"ALBENGA."
 Capt. Petersen, will be despatched for the above port on WEDNESDAY, the 8th instant.

For Freight, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 1st August, 1900. [1617]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
VICTORIA	3,502	J. Pantou	Aug. 7	MORSHIRE	2,872	J. Kennedy	Aug. 4
QUEEN ADELAIDE	2,832	F. McNair	Aug. 18	BEAUMAR	3,001	W. Watt	Aug. 25
OLYMPIA	2,837	S. Truebridge	Sept. 1	ARGYL	2,907	W. S. Thomson	Sept. 20
GLENOCLE	3,750	W. Frakes	Sept. 11	MORSHIRE	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £47.
 Excellent accommodation. First class Table. DOCTOR and STEWARDESSE carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £41.
 The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, £28.
 The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED,
 General Agents.
 Hongkong, 1st August, 1900. [110]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DEPARTATIONS.	SAILING DATES.
* SILEZIA	HAVRE & HAMBURG	On 9th Freight and Passenger.
Capt. Behrens	(London with transhipment in Hamburg)	About 12th Freight.
MARBURG	HAVRE & HAMBURG	Sept. Freight.
Capt. v. Binzer	(London with transhipment in Hamburg)	About 20th Freight and Passenger.
* SIBIRIA	HAVRE & HAMBURG	Sept. Freight.
Capt. Brann	(London with transhipment in Hamburg)	About 30th Freight.
SAXONIA	HAVRE & HAMBURG	Oct. Freight.
Capt. Jager	(London with transhipment in Hamburg)	About 12th Freight.
SERBIA	HAVRE & HAMBURG	Oct. Freight.
Capt. Sachs	(London with transhipment in Hamburg)	Oct. Freight.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO.,
 AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 26th July, 1900. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI TO SAIL ON REMARKS.

SHANGHAI { CHUSAN { About 3rd { Freight or Passage.
 { C. T. Denny { August {

LONDON, & C. { COROMANDEL { Noon, 4th { See Special Advertisement.
 { F. W. Vibert, R.N.R. { August {

YOKOHAMA VIA NA. { ROHILLA { 4 P.M. 4th { Passing through the Inland
 GASKI and KOBE { C. H. S. Tockus, R.N.R. { August { Sea). Freight or Passage.

SHANGHAI and SHANGHAI { About 10th { Freight or Passage.
 JAPAN { A. F. Street { August {

MARSEILLES and BANCA { About 14th { Freight.
 LONDON { G. W. Babet { August {

LONDON { JAVA { About 6th { Freight or Passage.
 { G. W. Gordon, R.N.R. { September {

For Further Particulars, apply to
 A. M. MARSHALL, Acting Superintendent.
 Hongkong, 2nd August, 1900. [1]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ,

PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
KONIG ALBERT	THURSDAY 9th August.
WEIMAR	THURSDAY 23rd August.
PRINZ HEINRICH	THURSDAY 29th August.
PREUSSEN	THURSDAY 29th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAVERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.

ON THURSDAY, the 9th day of August, 1900, at Noon, the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Captain O. Cuppers, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above. CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 7th August. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 8th August, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 8th August.

Contents of Packages to be sent by rail. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 26th July, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 3rd Aug., at DAYLIGHT.
J. S. Thompson		

WAKASA MAR

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
 "ALGOA" (via Moji, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.
 * For Cargo only.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.
 CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.

THE Company's Steamship "ALGOA" will be despatched for SAN FRANCISCO, CO. via MOJI, KOBE, YOKOHAMA, and HONOLULU, on SATURDAY, the 4th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 1st August, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND GUAYRACATE.

ON MONDAY, the 13th August, 1900, at 1 P.M., the Company's Steamship "ANNAM," Captain Poydenot, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Australia," which vessel takes on her Passengers and Mails, leaving that port on the 25th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcel Packages until 5 P.M. on the 12th August. (Parcel Packages are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 31st July, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHIPHEUS" will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAM NAVIGATION Co.'s fortnightly service thence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS, very fortnightly.

For Freight and further particulars, apply to DODWELL & CO. LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug. S.S. "BELGIAN KING" About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.

CHANGSHA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.

CHANGSHA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, CO. via SHANGHAI, MOJI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 7th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 14th July, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS" will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN" will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th July, 1900.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT (Taking Cargo at LONDON rates) THE Company's Steamship

"SARPEDON" Captain Grier, will be despatched as above on FRIDAY, the 10th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN" Captain Nelson, will be despatched as above on WEDNESDAY, the 15th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR" Commander H. PEBUS, R.N.R., 4,425 Tons Gross Register, will be despatched on or about Wednesday, 15th AUGUST, 1900.

For VICTORIA and VANCOUVER, B.C., via MOJI, KOBE and YOKOHAMA (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent.

Hongkong, 21st July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA" Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA" Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN" Captain Anderson, will be despatched as above on MONDAY, the 20th August.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1900.

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.

THE Twin Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 16th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 23rd June, 1900.

HONGKONG STEAMERS.

Aglais, Aust. str., 1,173, Macaochine, July 22.

Sander, Weller & Co. British str., 7,575, Hansford, July 11.

P. M. S. S. Co. British str., 1,153, Barlow, July 27.

Benlomond, British str., 1,752, Hutton, July 27.

Gibb, Livingston & Co. British str., 1,834, Patterson, July 25.

Butterfield & Swire British str., 1,463, Moore, May 29.

Chungking, British str., 1,419, Buller, July 23.

Jardine, Matheson & Co. British str., 4,575, Smith, July 23.

D. E. B. Co. British str., 1,600, Fowler, July 23.

Doddwell & Co. British str., 903, Petersen, July 25.

China, British str., 3,003, Archibald, July 31.

Empire, British str., 2,043, Stott, July 20.

Arnold, Karberg & Co. British str., 2,083, Peterson, July 15.

Stamson & Co. British str., 921, Anderson, Aug. 1.

Jardine, Matheson & Co. British str., 1,267, Hall, July 31.

Douglas, Leprieux & Co. British str., 377, Marles, Aug. 1.

A. E. Marty British str., 749, Pannier, July 5.

Heister, British str., 750, Bast, July 30.

A. E. Marty British str., 849, Janssen, July 31.

Jardine, Matheson & Co. British str., 862, Pannier, Aug. 1.

A. E. Marty British str., 1,150, Saies, July 26.

Butterfield & Swire British str., 1,045, Cornack, July 26.

Maidman, British str., 687, Ogata, Aug. 1.

M. B. Kaisha British str., 1,870, Kennedy, July 25.

Dodwell & Co. British str., 2,665, Stelz, July 30.

Stamson & Co. British str., 2,517, Barber, July 30.

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) at NOON.

THE Twin Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 16th August, 1900, at Noon.

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For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

POST OFFICE NOTICES.

The Post Office will be closed on Monday, the 6th August, except from 8 to 9 a.m. Letters for Hongkong, Peck and Kowloon may be posted up to 9 a.m. The night box will be kept open. The Morning Office will be closed on Friday, the 3rd August.

The Chinese, with the English mail of the 6th July, left Singapore on Saturday, the 28th inst., at 1 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on 4th June.

The Nippon Maru, with the American mail of the 10th July, left Yokohama on Monday, the 30th inst., at daylight, and may be expected here on or about Tuesday, the 7th August.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Swatow, Amoy and Foochow	Huiching	Thursday, 2nd, 10.00 A.M.
Shanghai	Amoy	Thursday, 2nd, 2.00 P.M.
Swatow	Peking	Thursday, 2nd, 2.00 P.M.
Moji	Macdonald	Thursday, 2nd, 4.00 P.M.
Samsui and Wuchow	Wuchow	Thursday, 2nd, 4.00 P.M.
Kamohuk and Samsui	Swatow	Thursday, 2nd, 4.00 P.M.
Tamsui and Samsui	Taipei	Thursday, 2nd, 4.00 P.M.
Cebu and Manila	Kaohsiung	Friday, 3rd, 9.00 A.M.
Bangkok	Taipei	Friday, 3rd, 9.00 A.M.
Manila	Samsui	Friday, 3rd, 3.00 P.M.
Europe, &c., India via Taticoria	Coromandel	Saturday, 4th, 8.00 A.M.
Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.		(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
Moji, Kobe, Yokohama, Honolulu and San Francisco	Alga	Saturday, 4th, 10.00 A.M.
Singapore, Sourabaya and Samarang	Chusan	Saturday, 4th, 1.00 P.M.
Nagasaki, Kobe and Yokohama	Rehilla	Saturday, 4th, 3.00 P.M.
Kamohuk and Samsui	Samsui	Saturday, 4th, 4.00 P.M.
Swatow, Amoy and Tamsui	Manila	Saturday, 4th, 5.00 P.M.
Moji, Kobe, Yokohama, San Diego and San Francisco	Cartier City	Monday, 6th, 11.00 A.M.
Samsui and Wuchow	Samsui	Monday, 6th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Deric	Tuesday, 7th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Empress of China	Wednesday, 8th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, &c., India via Taticoria	Konig Albert	Thursday, 9th, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Samsui and Wuchow	Wuchow	Friday, 10th, 4.00 P.M.
Europe, &c., India via Taticoria	Annam	Monday, 13th, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Samsui and Wuchow	Samsui	Monday, 13th, 4.00 P.M.
Manila Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Changsha	Wednesday, 15th, 3.00 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

WEDNESDAY, 1st August.

EXCHANGE.

ON LONDON—	2.04
Bank Bill, on demand	2.04
Bank Bill, at 30 days' sight	2.04
Bank Bill, at 60 days' sight	2.04
Credit, at 3 months' sight	2.04
Documentary Bill, at 3 months' sight	2.04
ON PARIS—	1.24
Bank Bill, on demand	1.24
Credit, at 3 months' sight	1.24
ON GERMANY—	2.00
On demand	2.00
ON NEW YORK—	49
Bank Bill, on demand	49
Credit, at 30 days' sight	49
ON BOMBAY—	1514
Bank Bill, on demand	1514
ON CALCUTTA—	1514
Bank Bill, on demand	1514
ON SHANGHAI—	714
Bank, at sight	714
Private, 60 days' sight	724
ON YOKOHAMA—	1.1 p.m.
On demand	1.1 p.m.
ON MANILA—	2.1 p.m.
On demand	2.1 p.m.
ON SINGAPORE—	1.1 p.m.
On demand	1.1 p.m.
ON BATAVIA—	121
On demand	121
ON HAIKONG—	34 p.m.
On demand	34 p.m.
ON SAIGON—	3 p.m.
On demand	3 p.m.
ON BANGKOK—	60
On demand	60
SOVEREIGNS, India, Rupee Rate	8.63
GOLD LEAF, 100 lino, per oz.	12.50
SILVER, per oz.	1.85

VESSELS EXPECTED.

THE ENGLISH MAIL.	
The P. & O. steamer <i>Chusan</i> left Singapore for this port on the 28th ult., at 1 p.m., with the outward English mail, and is due here to-day, about 1 p.m.	
THE GERMAN MAIL.	
The N. D. L. steamer <i>Prinz Heinrich</i> , carrying the German Mails with dates from Berlin of the 9th July, left Colombo on Friday, the 27th ult., and may be expected here on or about Wednesday, the 8th inst.	
The N. D. L. steamer <i>Konig Albert</i> left Kobe via Nagasaki and Shanghai on Sunday, the 28th inst., and may be expected here on or about Wednesday, the 8th inst.	
THE AMERICAN MAIL.	
The T. K. K. steamer <i>Nippon Maru</i> , with mails, &c., from San Francisco to the 10th ult., left Yokohama for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 30th ult.	
The P. M. steamer <i>City of Rio de Janeiro</i> with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 15th ult.	

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JOINT STOCK SHARES.

Hongkong, 1st August.

BROKERS	NO. OF SHARES	ISSUE	PAID UP	DIVIDEND	CLOSING QUOTATIONS.
BANKS					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus at 1/12/12 = \$23.531 for 2nd half year '99	305 p. ct. pr. = \$5061
Bank of China & Japan, Ltd.	100,000	\$25	\$25	None	21.
Do. Deterred.	1,250	\$25	\$25	None	27, buyers
National Bank of China, Ltd.	10,000	\$25	\$25	2 1/2% 1899	27, buyers
Do. Founders' Shares	750,000	\$25	\$25	2 1/2% 1899	27, buyers
MARINE INSURANCES					
Union Ins. Society, Ltd.	10,000	\$25	\$25	30 p. ct. = \$18 for 1898	\$202, sellers
China Traders Ins. Co., Ltd.	24,000	\$25	\$25	10 p. ct. for 1898	\$20, buyers
North China Ins. Co., Ltd.	5,000	\$25	\$25	10 p. ct. for 1898	\$15, buyers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	\$10 = 10 p. ct. for 1897	\$121, sellers
Canal Ins. Office, Ltd.	10,000	\$25	\$25	\$11 for 1898	\$1324, sellers
Straits Insurance Co., Ltd.	30,000	\$100	\$100	20 p. ct. for 1895	\$1.
FIRE INSURANCES					
Hongkong Fire Ins. Co., Ltd.	6,000	\$25	\$25	\$27 for 1898	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$27 for 1898	\$70, sellers
SHIPPING					
Hongkong & Canton and Peking S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 31/12/99	\$304, buyers
Inac-China S. S. Co., Ltd.	60,000	\$20	\$20	10 p. ct. & 2 p. ct. bonus for 1898	\$70, buyers
China & Manila S. S. Co., Ltd.	6,000	\$20	\$20	20 p. ct. for 1898	\$105, old sellers
Do. do.	14,000	\$20	\$20	20 p. ct. for 1898	\$115, sellers
Douglas Steamship Co., Ltd.	20,000	\$25	\$25	12 p. ct. for year ended 31/12/99	\$143, sellers
China Mutual S. S. Co., Ltd.	20,000	\$20	\$20	10 p. ct. & 2 p. ct. bonus for 1898	\$211, buyers
Limited, Preference	20,000	\$20	\$20	10 p. ct. & 2 p. ct. bonus for 1898	\$211, buyers
Do. Ordinary	50,000	\$20	\$20	10 p. ct. & 2 p. ct. bonus for 1898	\$211, buyers
Do. do.	50,000	\$20	\$20	10 p. ct. & 2 p. ct. bonus for 1898	\$211, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p. ct. for year ended 30/4/00	\$18, sales and sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	10 p. ct. for 1898	\$200, sellers
REFINERIES					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Final of \$5 = \$7 for 1898	\$114, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	Final of \$5 = \$7 for 1898	\$114, sellers
Mining					
Funjion Mining Co., Ltd.	60,000	\$5	\$5	None	\$4, buyers
Do. do.	30,000	\$5	\$5	None	\$4, buyers
Societe Fran. des Chaux, briques et ciment	10,000	\$25	\$25	None	\$280, sellers
Queens Mines, Limited	400,000	\$25	\$25	None	16 cents, sales & sellers
Jelobai Mining and Trading Company, Ltd.	40,000	\$5	\$5	5 p. ct. half year end 31/7/99	\$10, sellers
Rural Australian Gold Mining Co., Limited	50,000	\$1	\$1	10 p. ct. for 1898	\$58, sales
Oliver's Freehold Mines, Ltd.	10,000	\$5	\$5	None	\$23, sales
Grand Eastern and Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	15 cents, sellers
Do. do.	70,000	\$1	\$1	First year	40 cents
Docks, Wharves, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	10 p. ct. & 2 p. ct. bonus for year ended 31/12/99	\$12 p. ct. pr. = \$765
Hongkong and Kowloon Wharf and God. Co., Ltd.	20,000	\$50	\$50	10 p. ct. for 1898	\$81, old
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$100	10 p. ct. for 1898	\$57, buyers
New Amoy Dock Co., Ltd.	6,000	\$50	\$50	10 p. ct. for 1898	\$21, sellers
LANDS, HOTELS & BUILDINGS					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	Final of \$91 = \$91	\$100, sellers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	10 p. ct. for 1898	\$103, sellers
West Point Building Company, Limited	12,500	\$50	\$50	10 p. ct. for 1898	\$471, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for 1898	\$126, sellers
Humphreys & Co., Ltd.	65,000	\$10	\$10	10 p. ct. for 1898	\$10, sellers
COTTON MILLS					
Evo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	10 p. ct. for 1898	\$10, sellers
International Cotton Spinning and Weaving Co., Ltd.	10,000	\$100	\$100	10 p. ct. for 1898	\$10, sellers
Loan-Fung-mow Cotton Spinning and Weaving Co., Ltd.	8,000	\$100	\$100	10 p. ct. for 1898	\$10, sellers
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	\$100	10 p. ct. for 1898	\$10, sellers
Yehlong Cotton Spinning Co., Ltd.	7,000	\$100	\$100	10 p. ct. for 1898	\$10, sellers
Wai & Co., Ltd.	12,000	\$100	\$100	10 p. ct. for 1898	\$10, sellers
MISCELLANEOUS					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. ct. for 1898	\$204, sellers
China Cement Co., Ltd.	7,000	\$20	\$20	10 p. ct. for 1898	\$204, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10 p. ct. for 1898	\$151, sellers
Hongkong Electric Co., Ltd.	20,000	\$10	\$10	10 p. ct. for 1898	\$104, sales
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	10 p. ct. for 1898	\$118, sales
Geop. Fong & Co., Ltd.	10,000	\$25	\$25	10 p. ct. for 1898	\$108, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	10 p. ct. for 1898	\$105, sales
Hongkong High-Level Tramways Co., Ltd.	1,250	\$100	\$100	10 p. ct. for 1898	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$75	\$75	10 p. ct. for 1898	\$82, sales
Carmichael & Co., Ltd.	2,000	\$25	\$25	10 p. ct. for 1898	\$80, buyers
H. K. & China Bakery Co., Ltd.	1,000	\$25	\$25	10 p. ct. for 1898	\$80, buyers
Campbell, Moore & Co., Ltd.	1,000	\$25	\$25	10 p. ct. for 1898	\$80, buyers
United Asbestos Oriental Agency, Limited	1,000,000	\$10	\$10	10 p. ct. for 1898	\$10, ex div. sellers
Terban Planting Co., Ltd.	10,000	\$5	\$5	10 p. ct. for 1898	\$5, sellers
China Provident Loan & Mortgage Co., Ltd.	60,000	\$20	\$20	10 p. ct. for 1898	\$10, buyers
Watkins, Limited	1,000	\$10	\$10	10 p. ct. for 1898	\$5, buyers
The Universal Trading Co.	60,000	\$20	\$20	10 p. ct. for 1898	\$5, buyers

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 31st JULY, 1900.

STATION	WIND	TEMP.	HUMIDITY	SEA	WEATHER
Victoria	2 p.	20.78	78	—	—
Tokyo	2 p.	20.90	—	—	—
Kobe	2 p.	20.85	—	—	—
Nagasaki	2 p.	20.83	—	—	—
Kagoshima	2 p.	20.83	—	—	—
Taihu	2 p.	20.83	—	—	—
Tainan	2 p.	20.83	—	—	—
Koehun	2 p.	20.83	—	—	—
Pescadore	2 p.	20.83	—	—	—
Gutahat	2 p.	20.83	—	—	—
Sharp Peak	2 p.	20.83	—	—	—
Amoy	2 p.	20.83	—	—	—
Swatow	2 p.	20.83	—	—	—
Canton	2 p.	20.83	—	—	—
Hongkong	2 p.	20.83	—	—	—
Victoria Peak	2 p.	20.83	—	—	—
Gap Rock	2 p.	20.83	—	—	—
Macao	2 p.	20.83	—	—	—
Haiphong	2 p.	20.83	—	—	—
Manila	2 p.	20.83	—	—	—
Batavia	2 p.	20.83	—	—	—
Bombay	2 p.	20.83	—	—	—
Cebu	2 p.	20.83	—	—	—
C. S. James	2 p.	20.83	—	—	—

On the 1st at 11.45 a.m. The barometer has risen in the extreme north, and in the China and Japan, pressure is probably highest over W. Japan, and a low pressure trough seems to be forming across the northern part of the China Sea. Gradual slight rise to E. and S. winds on the China coast. Forecast: light to moderate E. winds; showery.

HONGKONG REGISTER.

Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.70	29.70
Thermometer	85	84
Humidity	78	78
Direction of wind	—	—
Force	—	—
Weather	—	—
Sea	—	—


Highest open air temperature on the 1st 89°

Lowest open air temperature on the 1st 76°

HONGKONG TIDE TABLE.

2nd to the 8th August, 1900.

Worms, 4.15... 72	Therm, 4.15... (Wet)
ermom, 9.45... 83	Therm, Maximum...
ermers, 1.15... 80	Therm, Maximum...
ermers, 4.15... 85	Therm, Night...



HONGKONG TIDE TABLE.

And to the 8th August, 1900.

HIGH WATER.				LOW WATER.			
Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.
1st	1	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
2nd	2	0 49	3 11	23	0 57	23	0 57
3rd	3	0 57	3 12	22	0 45	22	0 45
4th	4	1 5	3 13	21	0 33	21	0 33
5th	5	0 53	2 10	20	7 7	20	7 7
6th	6	1 54	2 11	19	5 50	19	5 50
7th	7	2 55	2 12	18	4 23	18	4 23
8th	8	3 56	2 13	17	3 7	17	3 7
9th	9	4 57	2 14	16	1 50	16	1 50
10th	10	5 58	2 15	15	11 25	15	11 25
11th	11	6 59	2 16	14	10 58	14	10 58
12th	12	7 59	2 17	13	10 30	13	10 30
13th	13	8 59	2 18	12	9 59	12	9 59
14th	14	9 59	2 19	11	9 28	11	9 28
15th	15	10 59	2 20	10	8 57	10	8 57
16th	16	11 59	2 21	9	8 26	9	8 26
17th	17	12 59	2 22	8	7 55	8	7 55
18th	18	1 59	2 23	7	7 24	7	7 24
19th	19	2 59	2 24	6	6 53	6	6 53
20th	20	3 59	2 25	5	6 22	5	6 22
21st	21	4 59	2 26	4	5 51	4	5 51
22nd	22	5 59	2 27	3	5 20	3	5 20
23rd	23	6 59	2 28	2	4 49	2	4 49
24th	24	7 59	2 29	1	4 18	1	4 18